

WSDOT Construction Update for Snohomish County Highways

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Weekend closures of SR 9 in Maltby postponed until Sept. 29

We are delaying the [full weekend closure](#) of SR 9 at Maltby Road for one week so crews can finish paving in the area. From late Friday, Sept. 29 to the early hours of Monday, Oct. 2, crews will close SR 9 between 228th Street SE and Maltby Road while they install a new culvert at Cutthroat Creek. We will provide a [detour route](#) and local access will be maintained. This work is part of a [larger project to widen SR 9](#) from just north of Woodinville to just north of Maltby Road.

Northbound State Route 529 closed at the Snohomish River Bridge for two weekends

If you're planning to take the Snohomish River Bridge on State Route 529 north of Everett this weekend, you might want to consider alternate routes. For the next two weekends, crews will [close](#) the northbound lanes of SR 529 over the bridge from Friday night to early Monday morning. Access will be closed at Marine View Drive and North Broadway, and crews will provide a [detour](#) using northbound I-5. Crews are removing and replacing the eight operating ropes that lower and lift the bridge span as part of a larger project to repair and maintain the 50-year-old bridges.

Everett crews thank drivers and continue nighttime I-5 lane and ramp closures

After six nights of detours and total freeway closures in August and September to set [new 41st Street Bridge girders](#), construction crews would like to thank drivers and the community for their patience. Crews will continue working nights to take advantage of the dry weather when they can. This means continued lane and ramp closures at night and some weekend construction. Drivers are encouraged to take alternate routes, watch for detours signs and drive carefully in work zones.

Cable median barrier update

Last year we [studied a 10-mile stretch of I-5 in Marysville](#) after a string of cross-median collisions occurred in that area. After examining the data, our engineers concluded that the majority of the collisions involved sedans bottoming out in the ditch, nudging beneath the cable barrier, then lifting the barrier and continuing across the median. To enhance safety, crews are installing a [second run of cable median barrier](#). Our engineers believe that placing barrier on both sides of the median ditch will address the

problem of vehicles bottoming out in the ditch and lifting the cable barrier. The engineers considered installing concrete barrier or guardrail, but determined that these more rigid barriers would likely increase the number and severity of crashes in this location.

Crews begin work on state's first median park-and-ride in south Everett

If you've driven I-5 near 112th Street SE in Everett this week, you may have noticed crews setting up barriers on the sides of the freeway. We're getting ready to begin construction on Sound Transit's new [South Everett Freeway Station/Park-and-Ride](#). This 400-stall lot will be Washington State's first park-and-ride facility located in a freeway median. Next week crews will begin removing several acres of trees in the median to make room for the new park-and-ride lot and other freeway improvements.

To save taxpayers money, Sound Transit chose to build this project on state-owned land in the median and on the shoulders of I-5. During the project development, designers made every effort to protect and save as many of the existing trees as possible. When construction is completed in late 2008, crews will plant more than 10,000 new trees and plants. In addition to controlling erosion, the landscaping will create a pleasant view as motorists drive by the new park-and-ride. The landscaping will include over 1,000 Douglas fir trees, 670 western red cedar trees, and almost 800 vine maple trees. The construction contract also requires three years of care to make sure the new plants are established.

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